

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF CLAIMS:

1. (Currently Amended) A tire for a heavy vehicle, comprising a radial carcass reinforcement radially surmounted by a working crown reinforcement, composed of at least two continuous working crown plies formed by metal reinforcing elements which cross from one ply to the next, forming angles α , α' of between 10° and 35° with the circumferential direction, the at least two working crown plies having different respective axial widths, wherein the working crown reinforcement is completed on each side of the circumferential center plane by at least two half-plyes whereof the metal reinforcing elements form angles β , β' greater than the smallest of the angles α , α' with the circumferential direction, wherein that half-ply extending axially furthest outwards is axially outer ends of the half-plyes are not radially aligned, and the half-ply extending farthest radially outwardly is in contact with the axially widest continuous working crown ply, and wherein the two half-plyes radially cover the axially outer end of the said axially widest working ply.

2. (Original) A tire according to Claim 1, wherein the continuous plies and the working half-plyes are composed of non-extensible metal reinforcing elements.

3. (Original) A tire according to Claim 1, wherein at least one of the half-plyes has a zone covering the end of the narrowest crown ply.

4. (Original) A tire according to Claim 1, wherein the reinforcing elements of one of the half-ply are at an angle at least 10° greater than the smallest of the angles α , α' .

5. (Original) A tire according to Claim 1, wherein the reinforcing elements of the half-ply cross one another.

6. (Original) A tire according to Claim 1, wherein the working crown reinforcement is completed by a protective reinforcement composed of at least two plies of resilient metal reinforcing elements.

7. (Currently Amended) A tire according to Claim 6, wherein a protective ply has is provided having an axial width greater than the width of the axially widest working ply.

8. (Original) A tire according to Claim 6, wherein the radially outer protective ply has an axially outer end between the axially outer end of the half-ply extending axially least far outwards and the axially outer end of the widest continuous working ply.

9. (New) A tire for a heavy vehicle, comprising a radial carcass reinforcement radially surmounted by a working crown reinforcement, composed of at least two continuous working crown plies formed by metal reinforcing elements

which cross from one ply to the next, forming angles α , α' of between 10° and 35° with the circumferential direction, wherein the working crown reinforcement is completed on each side of the circumferential center plane by at least two half-pplies whereof the metal reinforcing elements form angles β , β' greater than the smallest of the angles α , α' with the circumferential direction, wherein that half-ply extending axially furthest outwards is axially outer ends of the half-pplies are not radially aligned, and the half-ply extending farthest radially outwardly is in contact with the axially widest continuous working crown ply, and wherein the two half-pplies radially cover the axially outer end of the said axially widest working ply, wherein the working crown reinforcement being completed by a protective reinforcement composed of at least two plies of resilient metal reinforcing elements; and the radially outer protective ply having an axially outer end disposed between the axially outer end of the half-ply extending axially furthest outwards and the axially outer end of the widest continuous working ply.